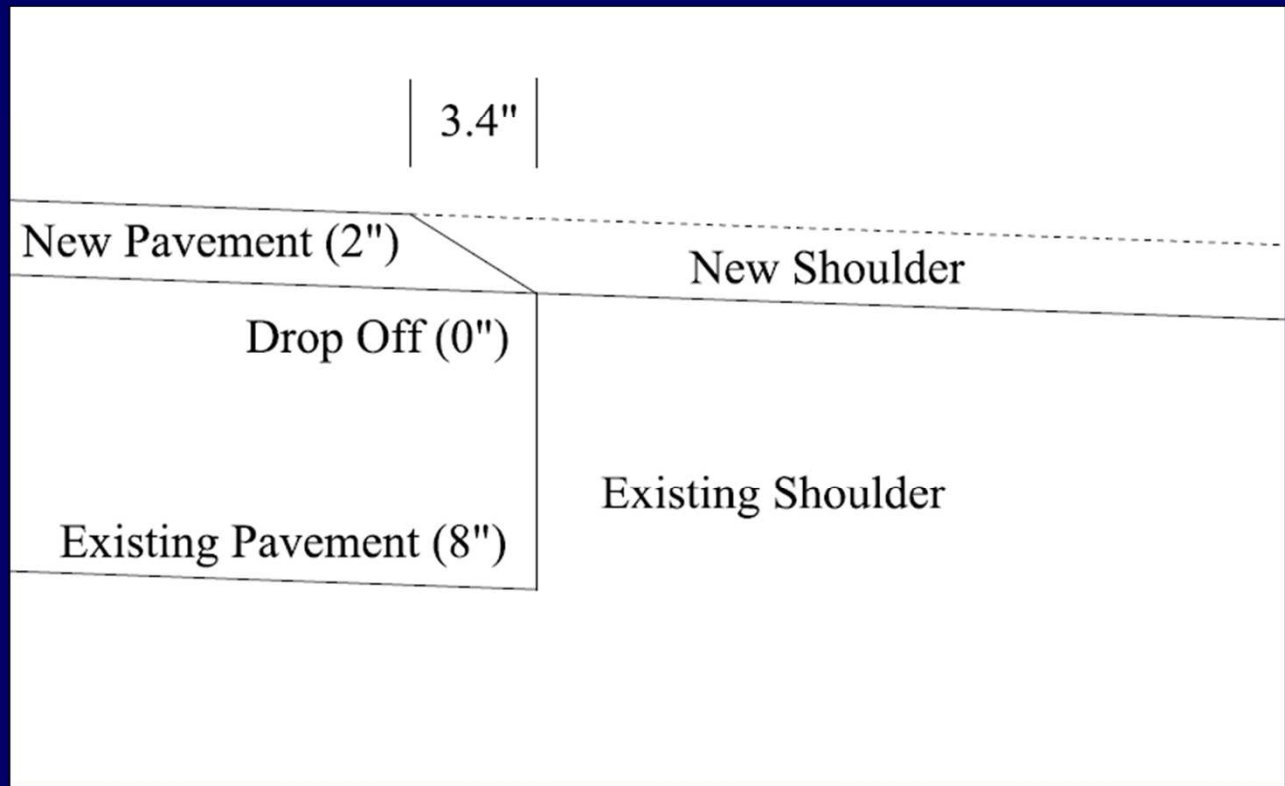


North Carolina Implementations

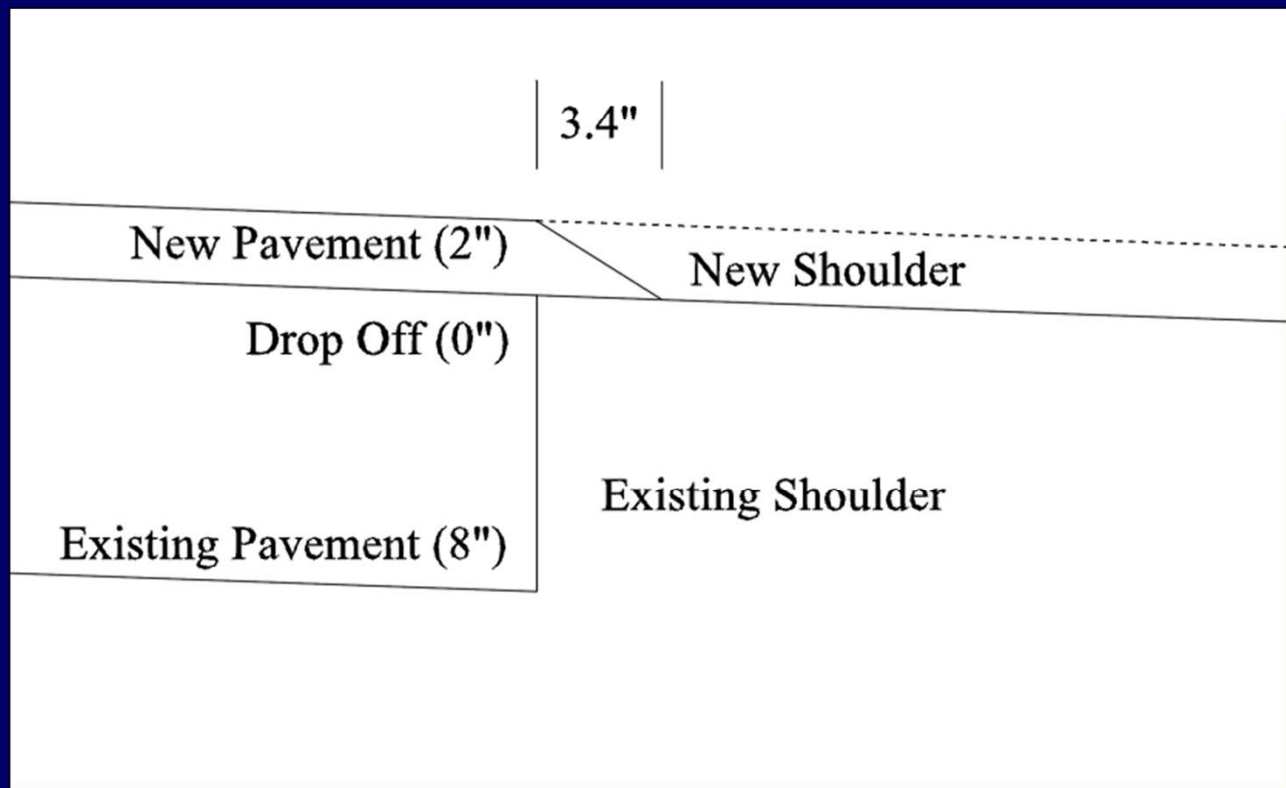
- Cross Section 1 – Effectively Reduces Cross-Sectional Width



The Cross Section 1 above represents when the toe of the wedge is placed at the old edge of pavement and the breakpoint of the wedge is 3 to 5 inches in from the old edge of pavement (distance dependent on the thickness of the lift). This places the entire edge shape over existing pavement which effectively reduces the existing cross-sectional width of the new pavement lift.

North Carolina Implementations

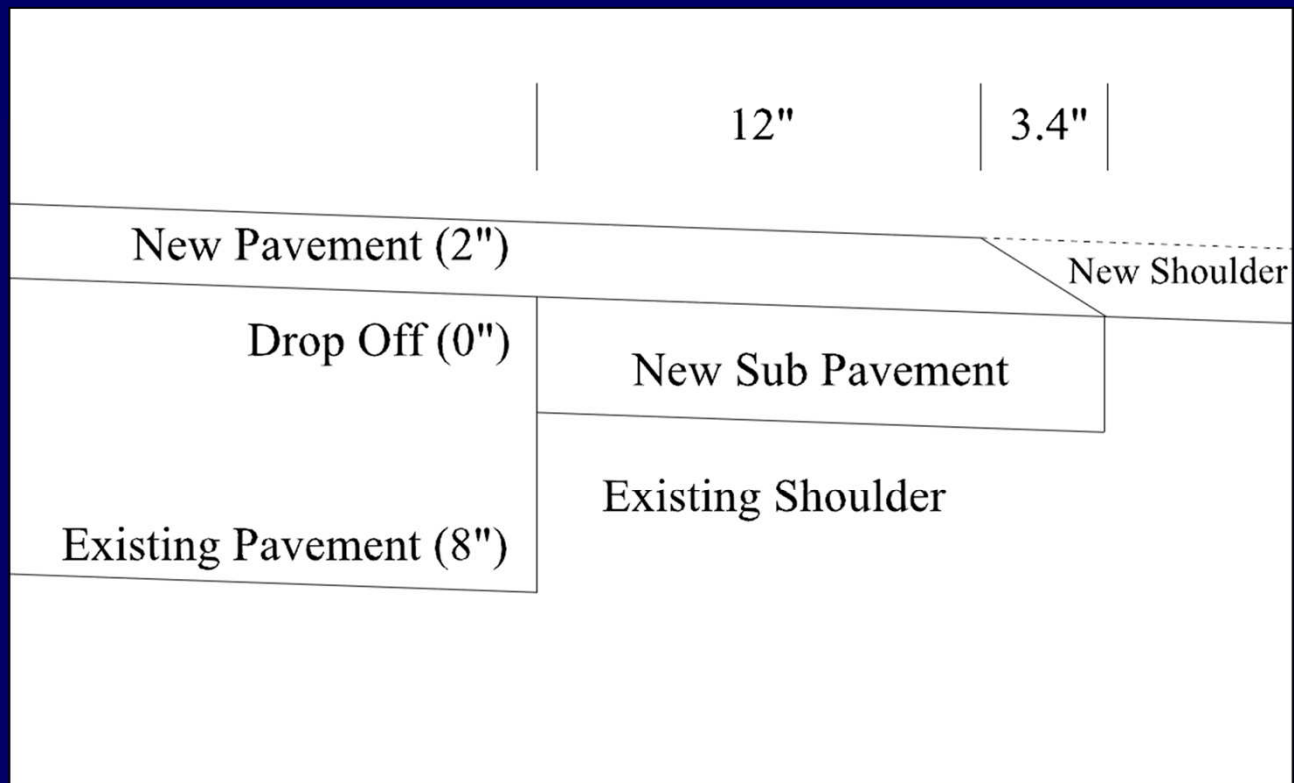
- Cross Section 2 – Cross-Sectional Width Remains the Same



The Cross Section 2 above represents when the breakpoint of the wedge is placed at the old edge of pavement and the toe of the wedge is 3 to 5 inches out from the old edge of pavement (distance dependent on the thickness of the lift). This places the entire edge shape over soil which effectively keeps the existing cross-sectional width the same on the new pavement lift as the old pavement lift.

North Carolina Implementations

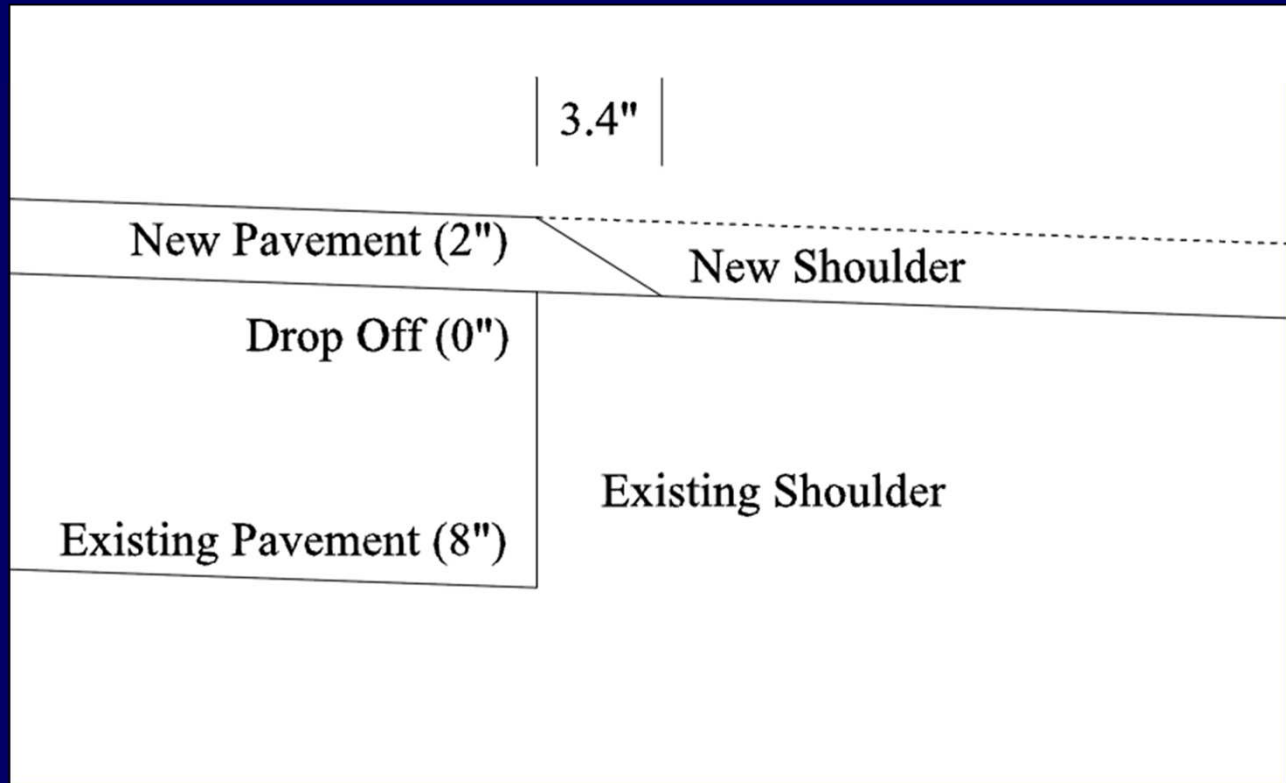
- Cross Section 3 – Effectively Increases Cross-Sectional Width



The Cross Section 3 above represents when the toe of the wedge is placed at the edge of the new sub pavement and the breakpoint of the wedge is 3 to 5 inches in from the edge of the new sub pavement (distance dependent on the thickness of the lift). This places the entire edge shape over new sub pavement which effectively increases the existing cross-sectional width of the new pavement lift (distance dependent on the amount of paved shoulder increase within the specific project).

Johnston County Pilot Project

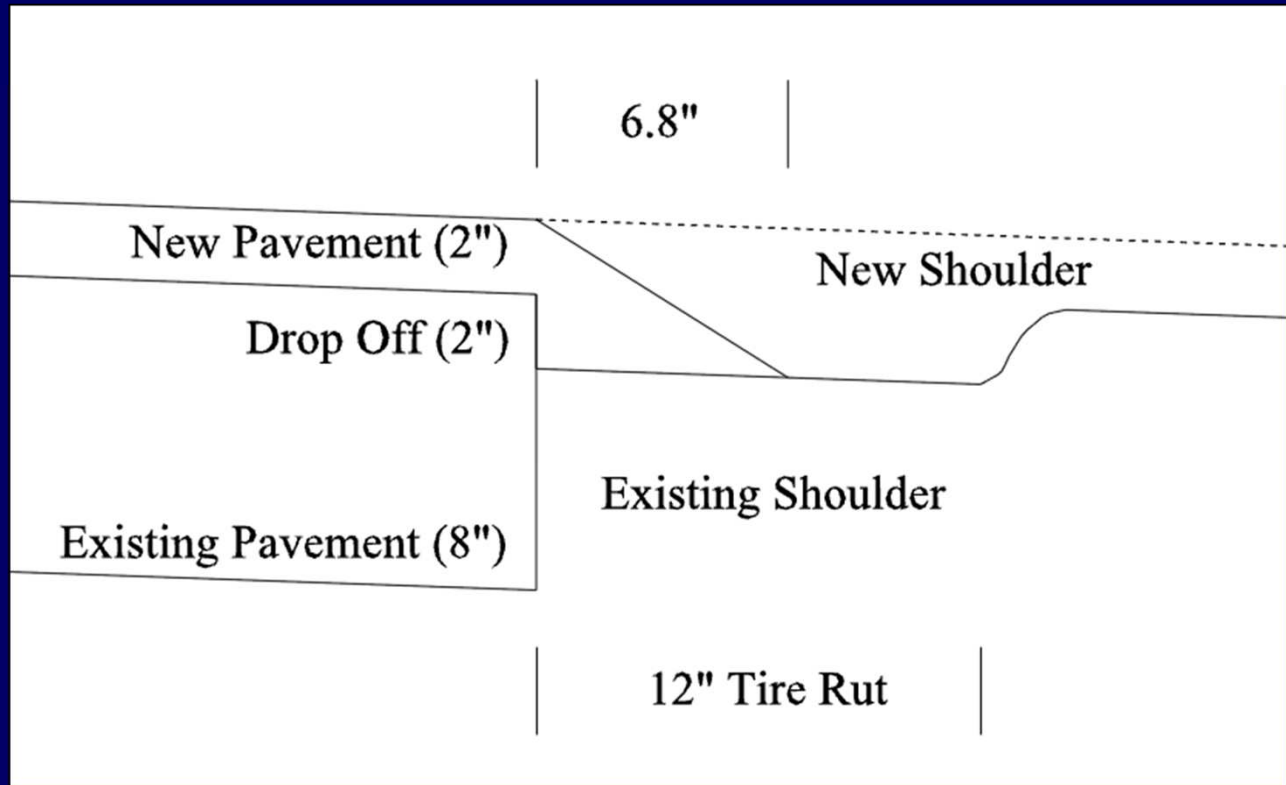
- Cross Section 2 – Cross-Sectional Width Remains the Same
- 0" Edge Drop Off



The Cross Section 2 above represents when the breakpoint of the wedge is placed at the old edge of pavement and the toe of the wedge is 3 to 5 inches out from the old edge of pavement (distance dependent on the thickness of the lift). This places the entire edge shape over soil which effectively keeps the existing cross-sectional width the same on the new pavement lift as the old pavement lift.

Johnston County Pilot Project

- Cross Section 2 – Cross-Sectional Width Remains the Same
- 2" Edge Drop Off with a 12" Tire Rut

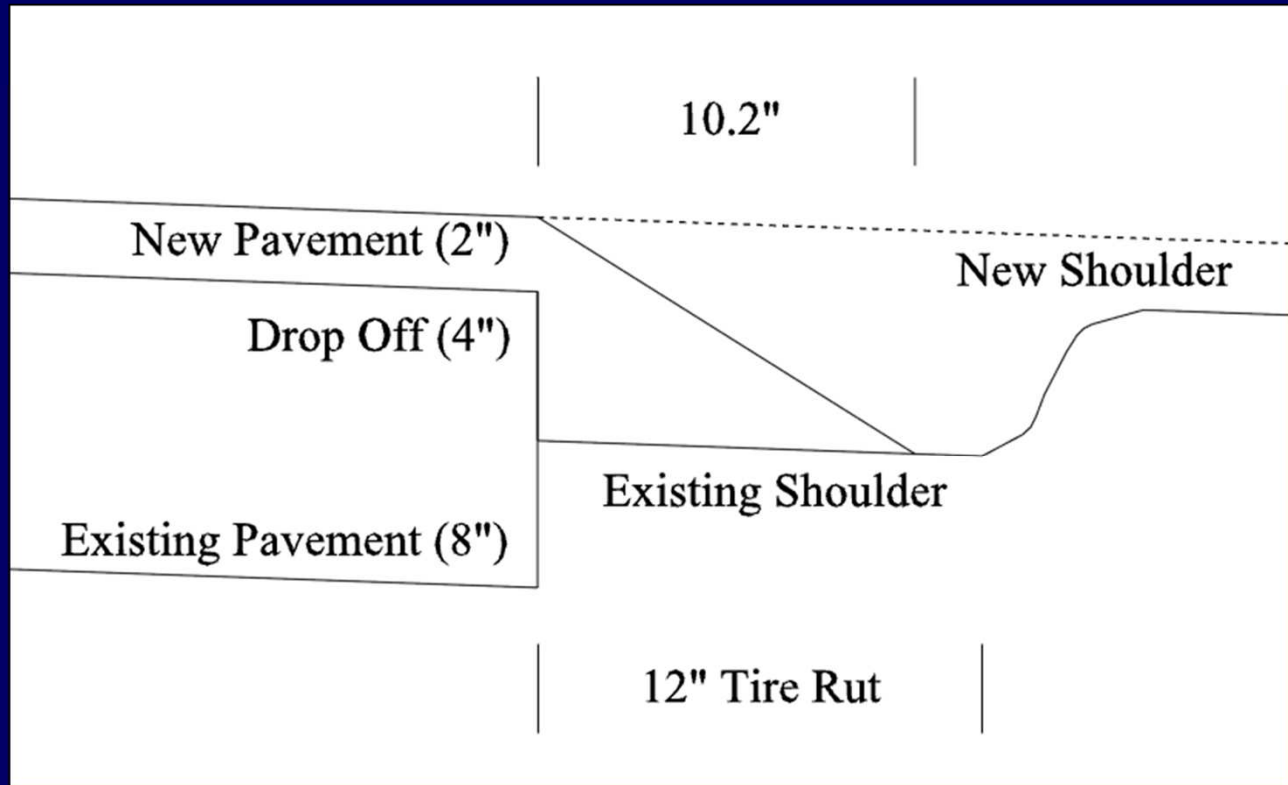


The Cross Section 2 above represents when the breakpoint of the wedge is placed at the old edge of pavement and the toe of the wedge is 3 to 5 inches out from the old edge of pavement (distance dependent on the thickness of the lift). This places the entire edge shape over soil which effectively keeps the existing cross-sectional width the same on the new pavement lift as the old pavement lift.

This slide represents what would occur if there was an existing 2 inch edge drop-off. The edge would extend out an additional 3.4 inches on a 2 inch lift (distance is increase from 3.4 inch increase when there is no edge drop off). Keep in mind that the edge devices make a safety edge shape that is 6 to 9 inches wide (dependent on device). For this example of a 6.8 inch safety edge shape (from a 2 inch edge drop-off), the 6 inch safety edge device would only make the shape for the first 6 inches after the edge breakpoint, then the asphalt would fall off as usual. This will be demonstrated in multiple photos throughout this section.

Johnston County Pilot Project

- Cross Section 2 – Cross-Sectional Width Remains the Same
- 4" Edge Drop Off with a 12" Tire Rut



The Cross Section 2 above represents when the breakpoint of the wedge is placed at the old edge of pavement and the toe of the wedge is 3 to 5 inches out from the old edge of pavement (distance dependent on the thickness of the lift). This places the entire edge shape over soil which effectively keeps the existing cross-sectional width the same on the new pavement lift as the old pavement lift.

This slide represents what would occur if there was an existing 4 inch edge drop-off. The edge would extend out an additional 6.8 inches on a 2 inch lift (distance is increase from 3.4 inch increase when there is no edge drop off). Keep in mind that the edge devices make a safety edge shape that is 6 to 9 inches wide (dependent on device). For this example of a 10.2 inch safety edge shape (from a 4 inch edge drop-off), the 9 inch safety edge device would only make the shape for the first 9 inches after the edge breakpoint, then the asphalt would fall off as usual. This will be demonstrated in multiple photos throughout this section.